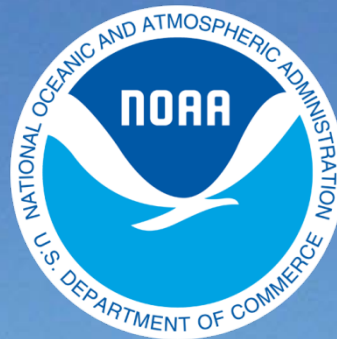
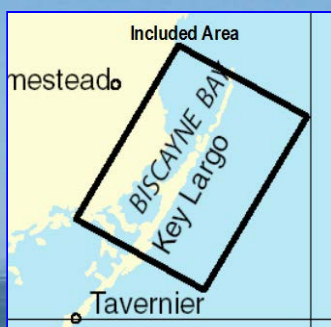


# BookletChart™

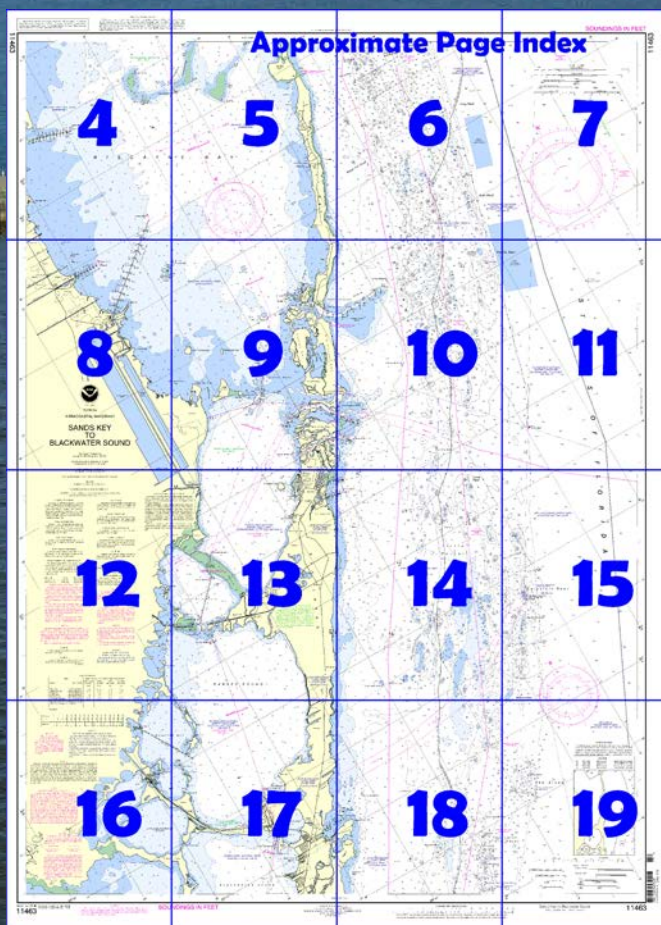


## ***Intracoastal Waterway – Sands Key to Blackwater Sound*** **NOAA Chart 11463**

*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11463>.



#### (Selected Excerpts from Coast Pilot)

**Bowles Bank Anchorage**, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of Elliott Key.

**Legare Anchorage**, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is

mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used.

**Caesar Creek Bank Anchorage**, 12 miles south-southwestward of Fowey Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.

**Pacific Reef**, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983.

In 1984, a sunken wreck was reported in Hawk Channel about 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2 in about 25°19.5'N., 80°13.0'W.

**Angelfish Creek**, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway.

The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

**Ocean Reef Harbor** is on the east side of **Key Largo**, 19.5 miles southwestward of Fowey Rocks Light. A privately dredged channel leads to the harbor. In 1979, the centerline controlling depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.

In 1992, an obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W.

A dredged channel, about 0.4 mile northward of the entrance to Ocean Reef Harbor, leads to a residential area. The channel, marked by private daybeacons, had a centerline controlling depth of 7 feet in 1979.

**Key Largo Anchorage**, 20 miles southwestward of Fowey Rocks Light, is fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.

**Turtle Harbor**, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. In 1980, a submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles south-southwestward of Daybeacon 6 and then taking a westerly course.

**Carysfort Reef Light** (25°13'19"N., 80°12'41"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



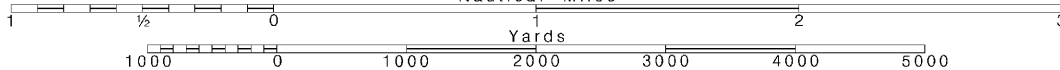
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

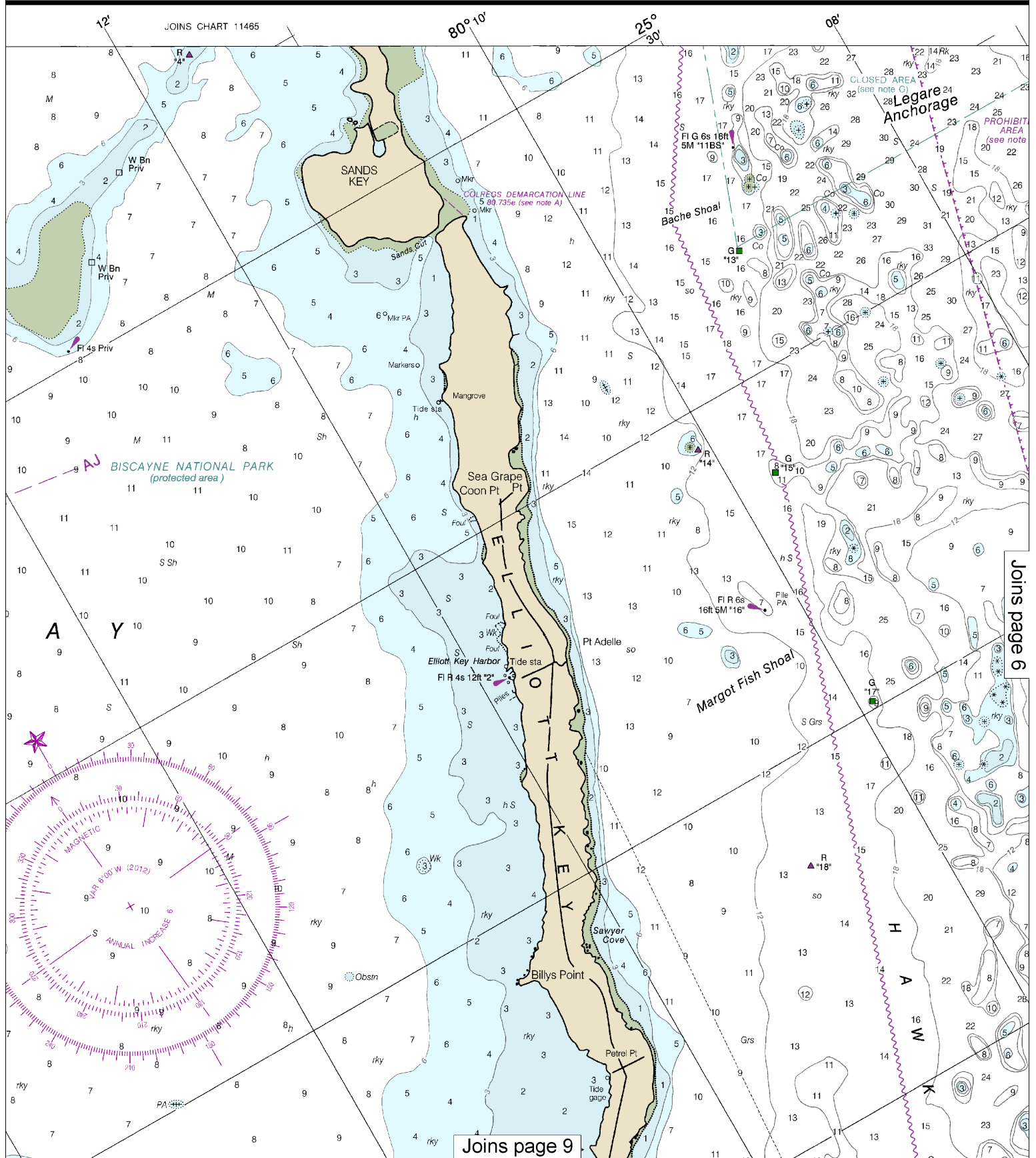
These volumes are available online at <http://www.navcen.uscg.gov>



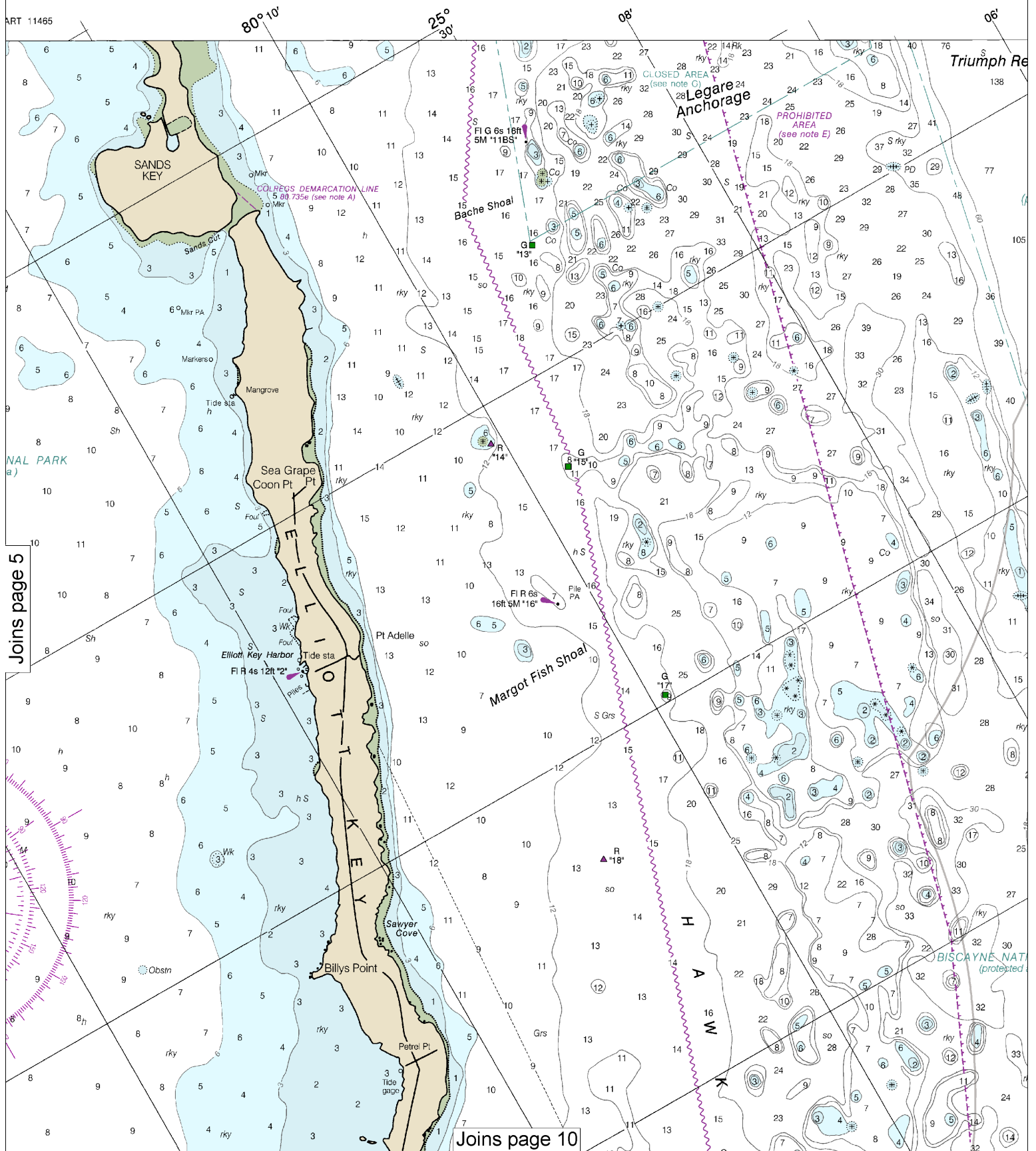
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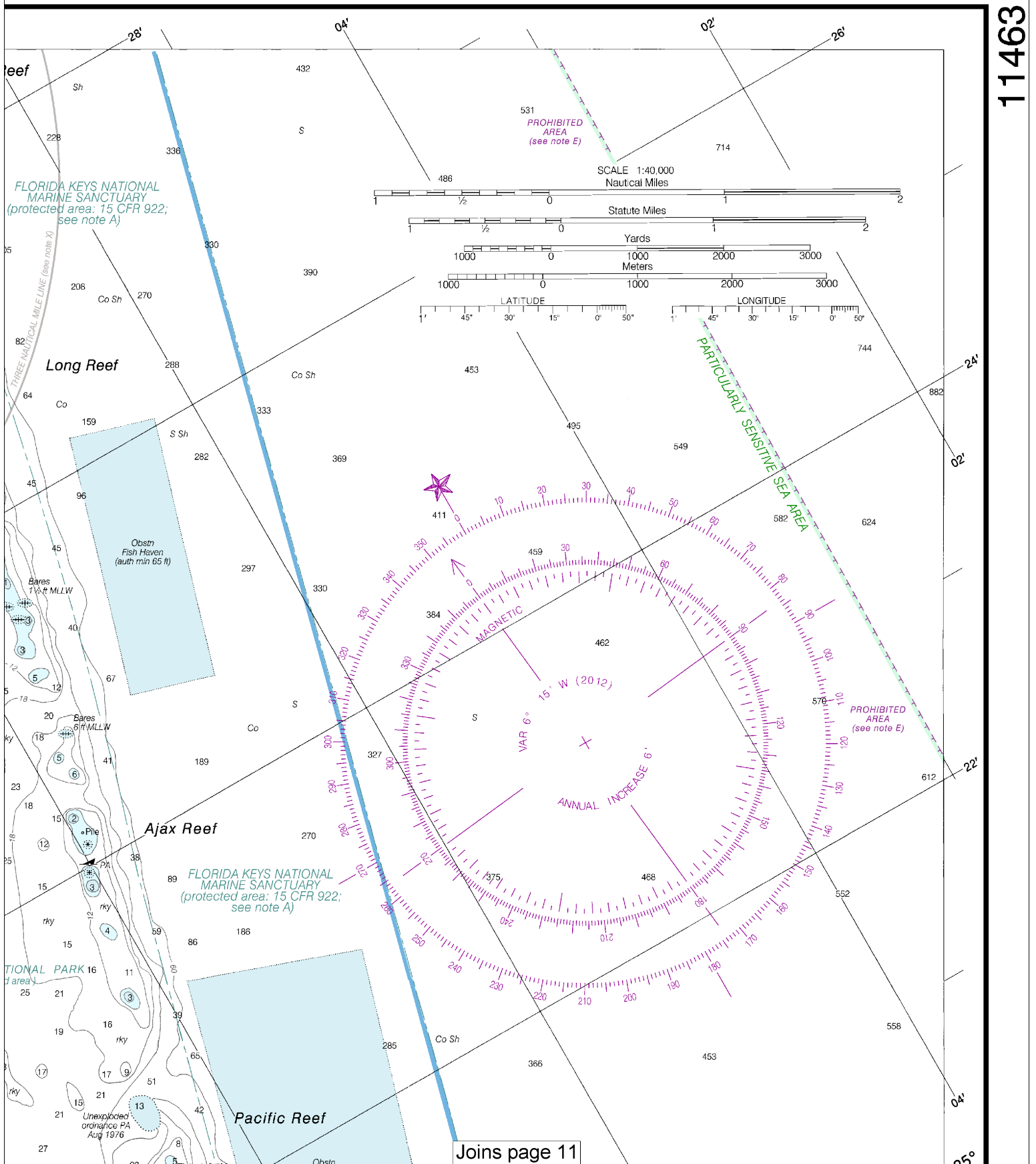
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



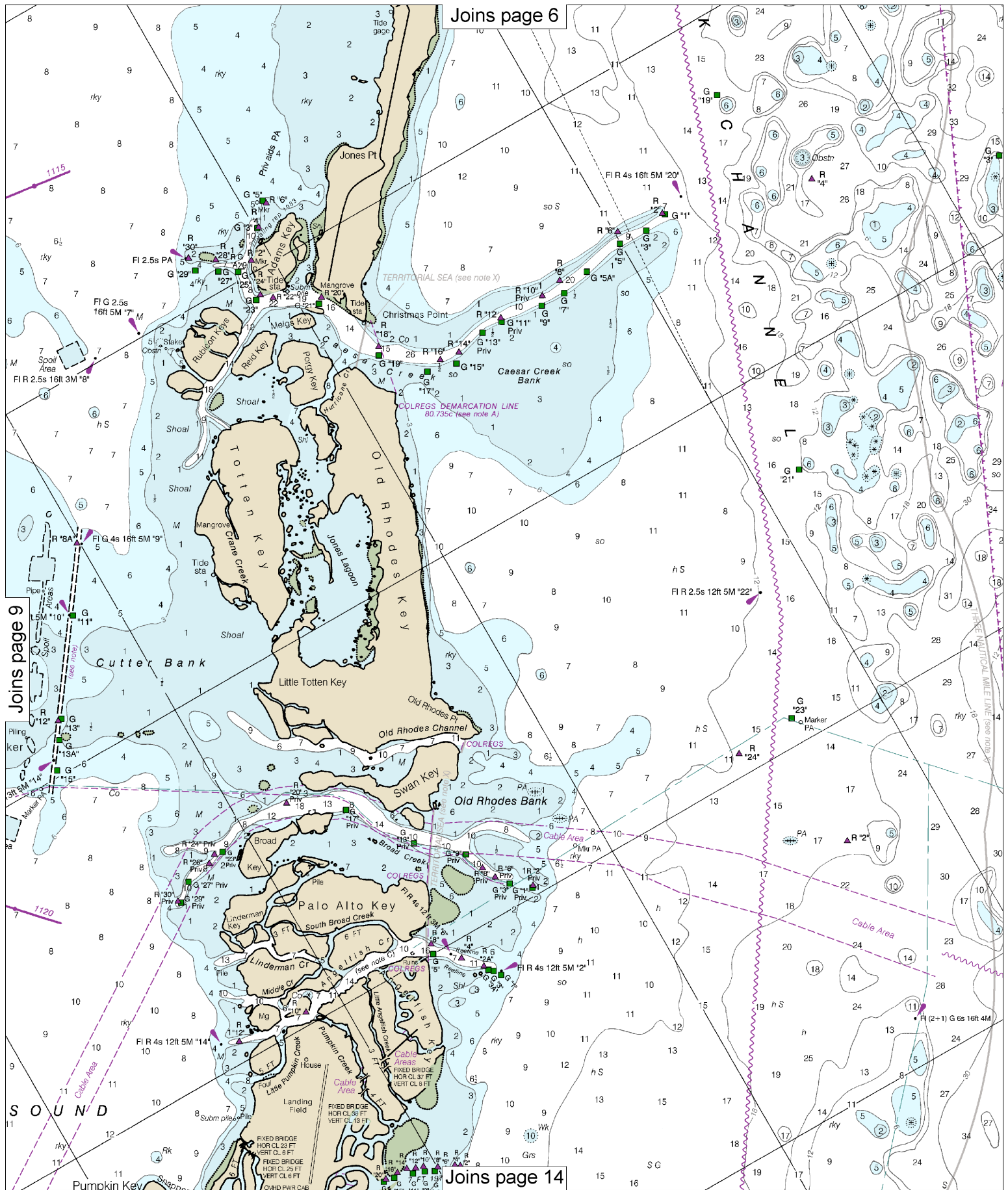












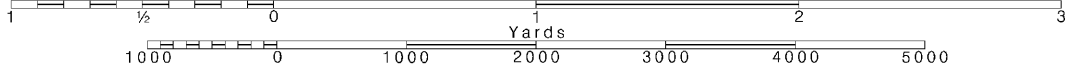
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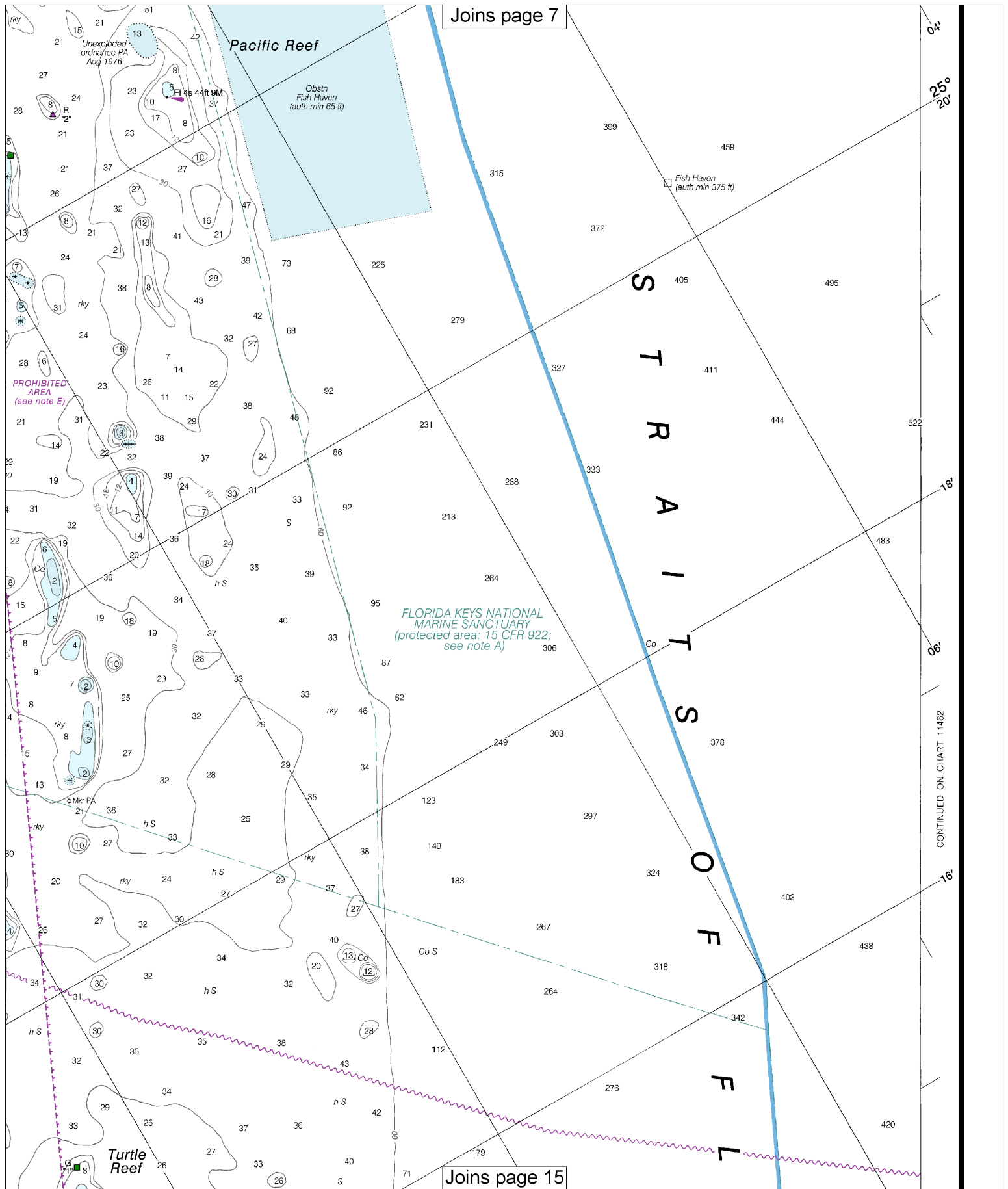
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Additional information can be obtained at [nauticalcharts.nosa.gov](http://nauticalcharts.nosa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### OVERHEAD POWER CABLES

Overhead power cables run parallel to U.S. Highway No. 1. All clearances are greater than those of the chartered fixed bridges.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Miami, FL	KHB-34	162.550 MHz
Teatate Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

#### NOTE B

The aids are private; aids are not charted, use local knowledge.

#### NOTE C

The controlling depth in Angelfish Creek was 5 feet from daybeacon 3 to daybeacon 12.  
April 1977

#### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### CAUTION

**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### INTRACOASTAL WATERWAY

##### Project Depths

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

##### Distances

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

#### NOTE D

**EVERGLADES NATIONAL PARK  
PROTECTED AREA: 36 CFR 7.45**  
The killing, collecting, or molesting of animals, the collecting of plants, and waterskiing are prohibited by Federal Regulations.

#### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Elliott Key	(25°27' N/80°12' W)	1.6	1.6	0.1
Turkey Point	(25°26' N/80°20' W)	1.8	1.7	0.1
Christmas Point	(25°24' N/80°14' W)	2.0	2.0	0.1
Totten Key	(25°23' N/80°15' W)	1.4	1.3	0.1
Pumpkin Key	(25°20' N/80°18' W)	0.8	0.7	0.1
Ocean Reef Harbor	(25°19' N/80°17' W)	2.5	2.5	0.1

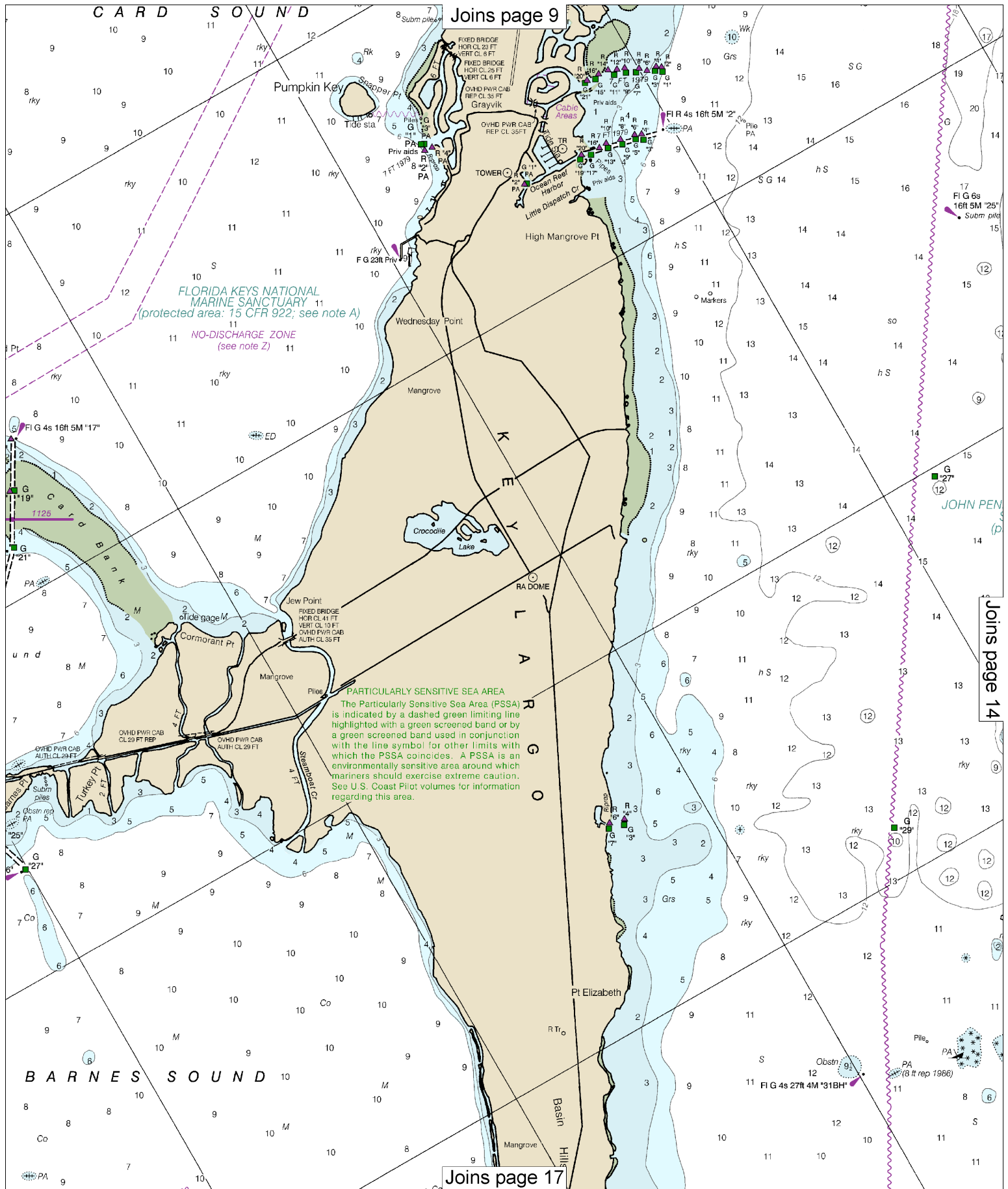
Dashes (---) coated in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Nov 2012)

#### HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels resulting in submerged debris in unknown locations.

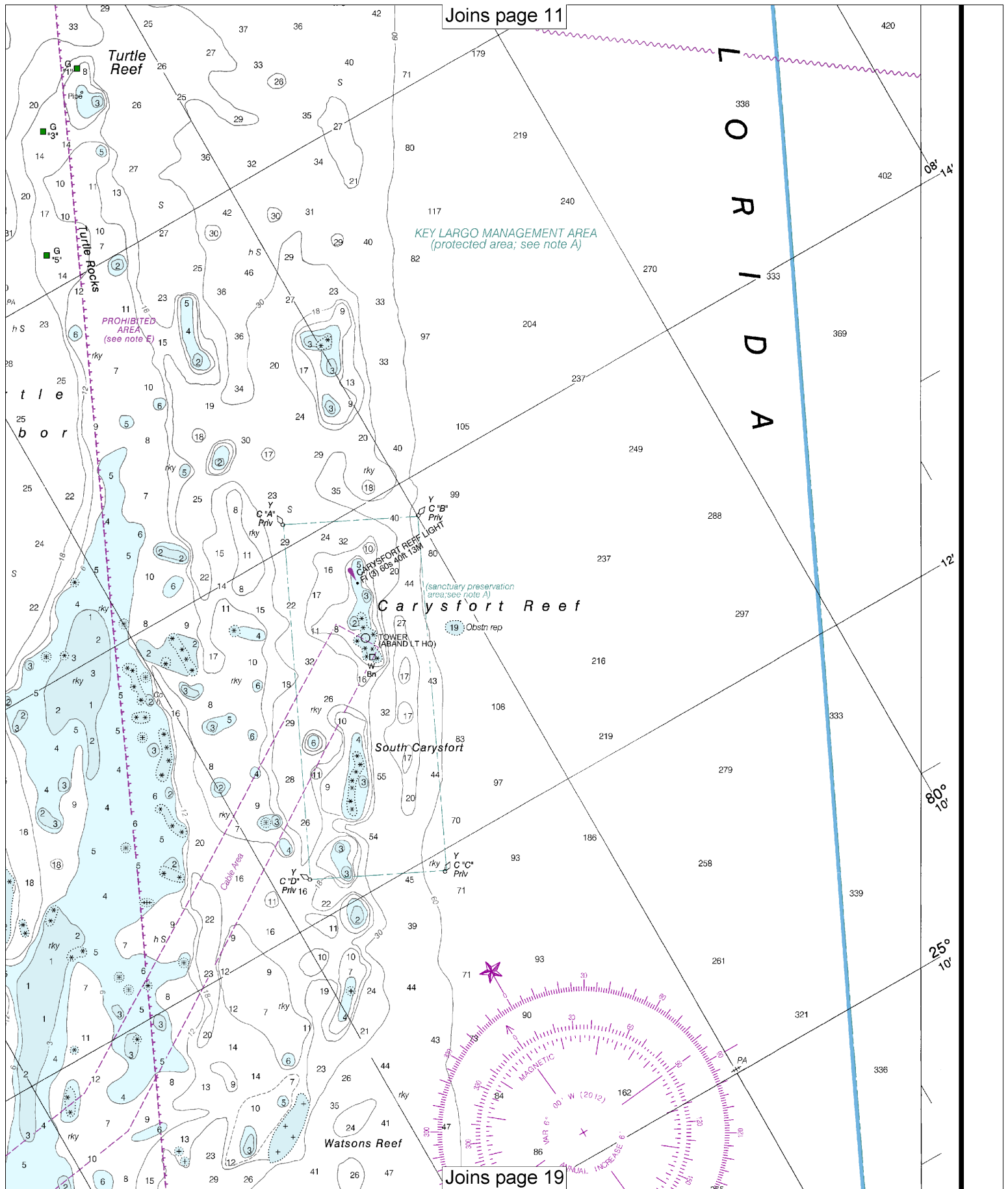
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.









Joins page 11

Joins page 19

Christmas Point (25°24'N/80°14'W)  
 Totten Key (25°23'N/80°15'W)  
 Pumpkin Key (25°20'N/80°18'W)  
 Ocean Reef Harbor (25°19'N/80°17'W)

Joins page 12

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2012)

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

**NOTE E**  
**PROHIBITED AREAS**  
 (Areas to be Avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50-meters in length.

**NOTE G**  
**BISCAYNE NATIONAL PARK CLOSED AREA**

For the protection of artifacts, this portion of Biscayne National Park is closed to the following activities:

Scuba diving, snorkeling, swimming, floating and any activity that involves placing persons or equipment, on, in or under the water. However, hook and line "drift" fishing is allowed.

Use of any underwater viewing device including, but not limited to, face masks, glass bottom boats, glass bottom buckets or cameras.

Anchoring any vessel at any time unless an emergency exists.

**NOTE X**

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

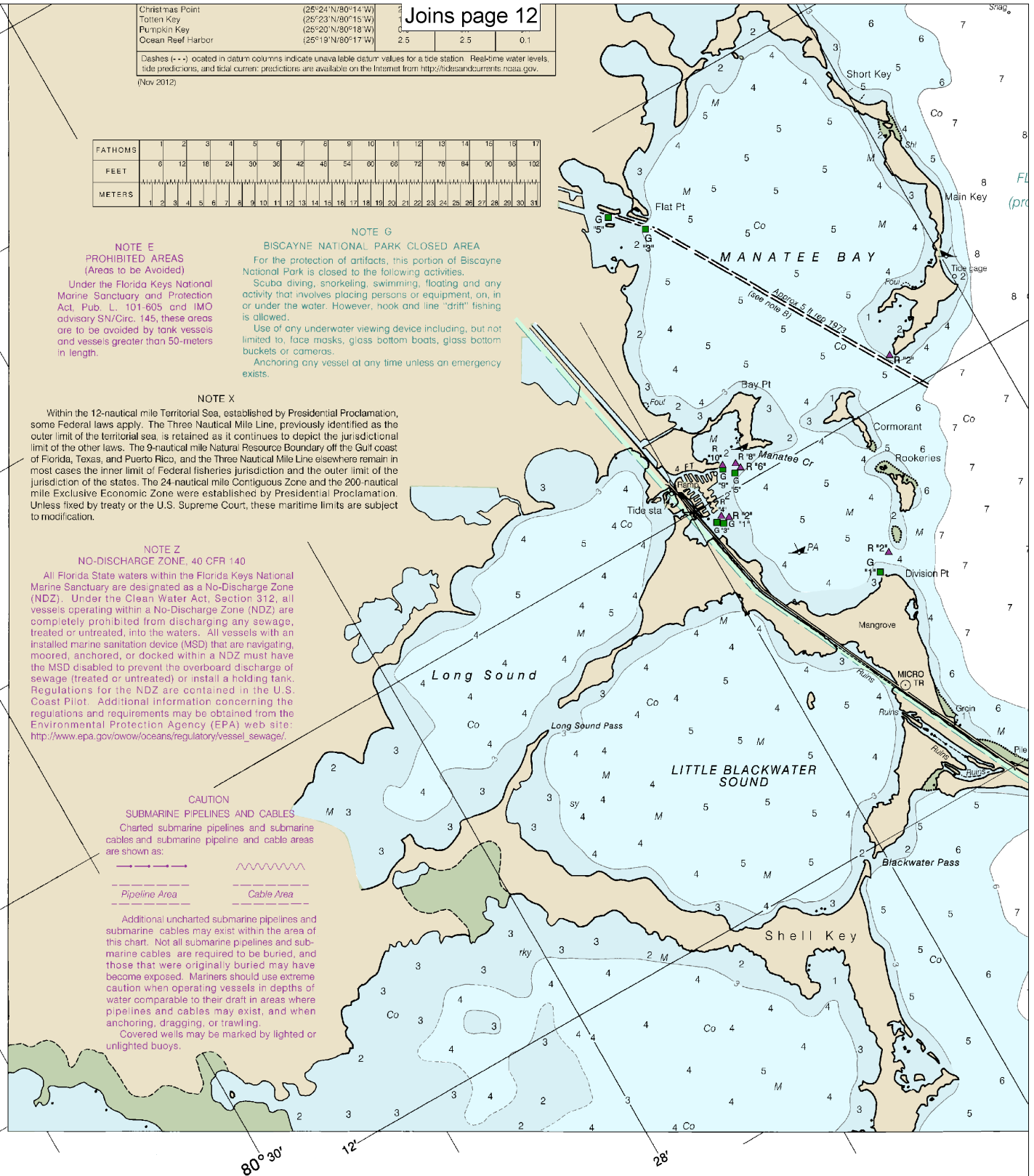
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



19th Ed., Dec. 2012

11463

Last Correction: 6/10/2016. Cleared through:  
 LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FE**

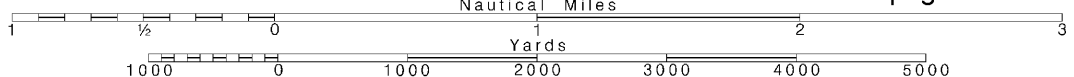
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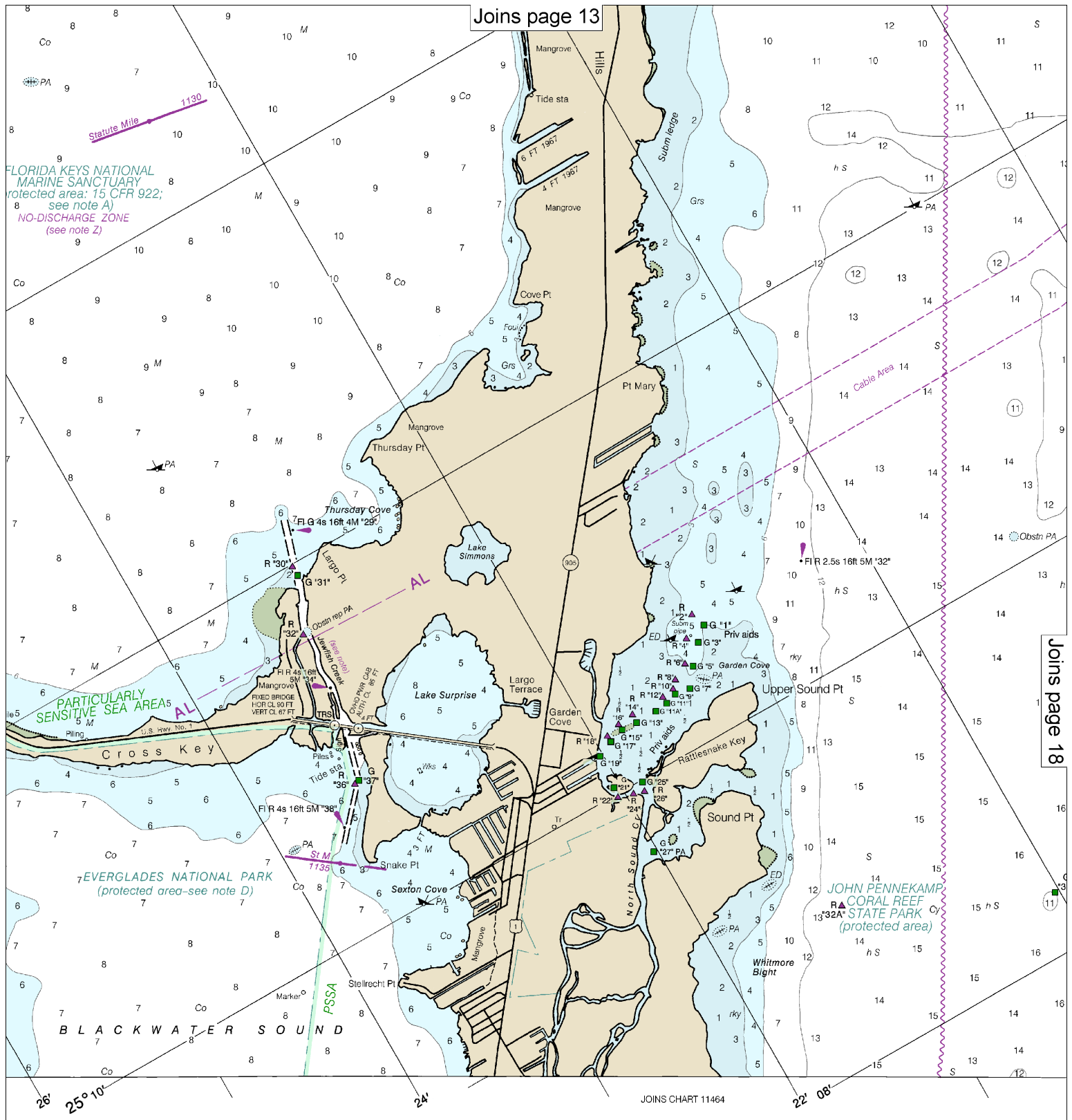
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

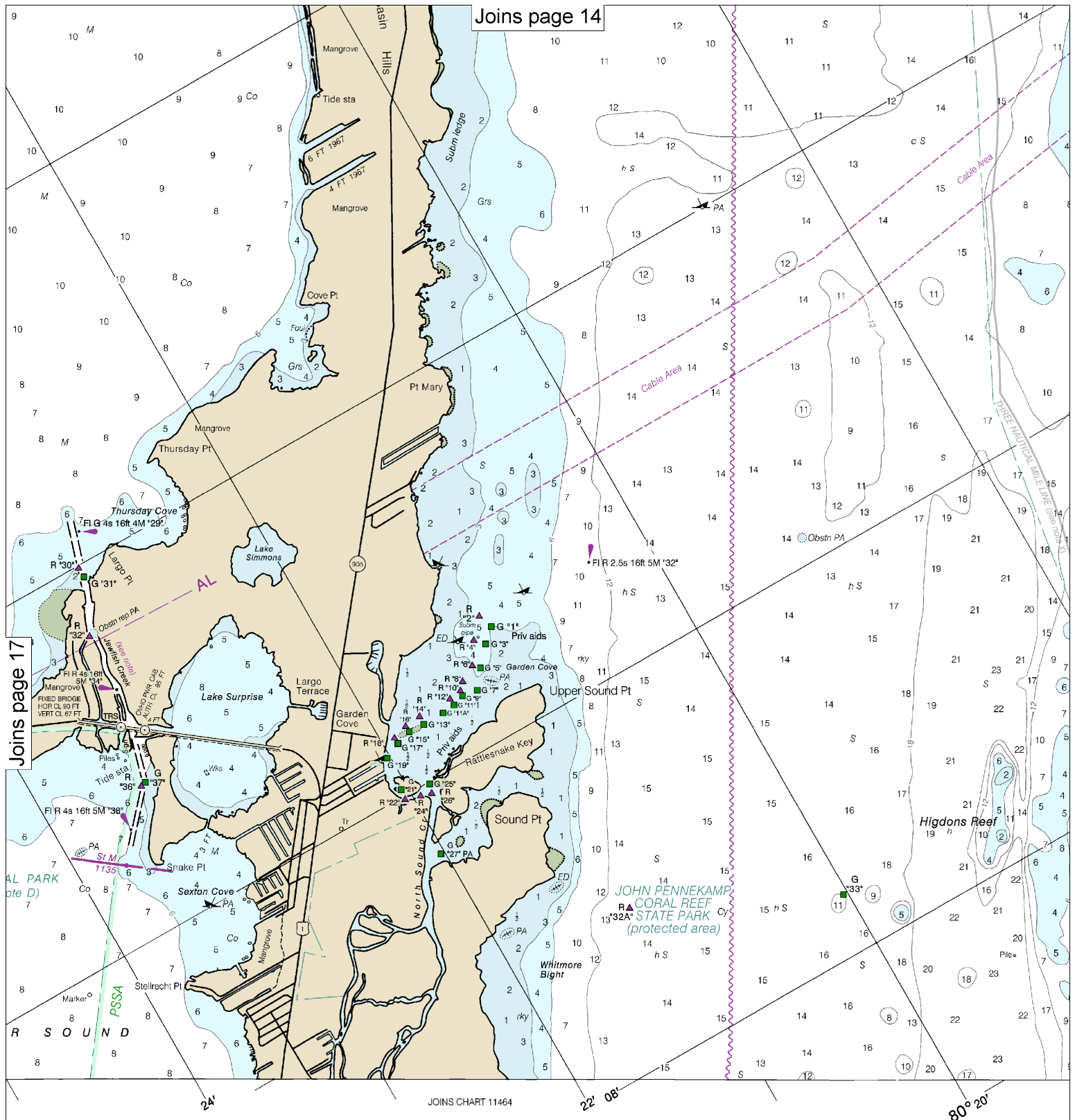
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.









Joins page 14

Joins page 17

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

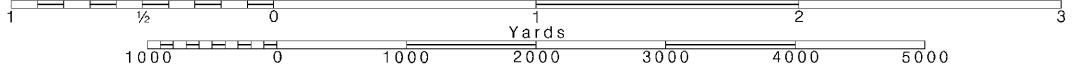
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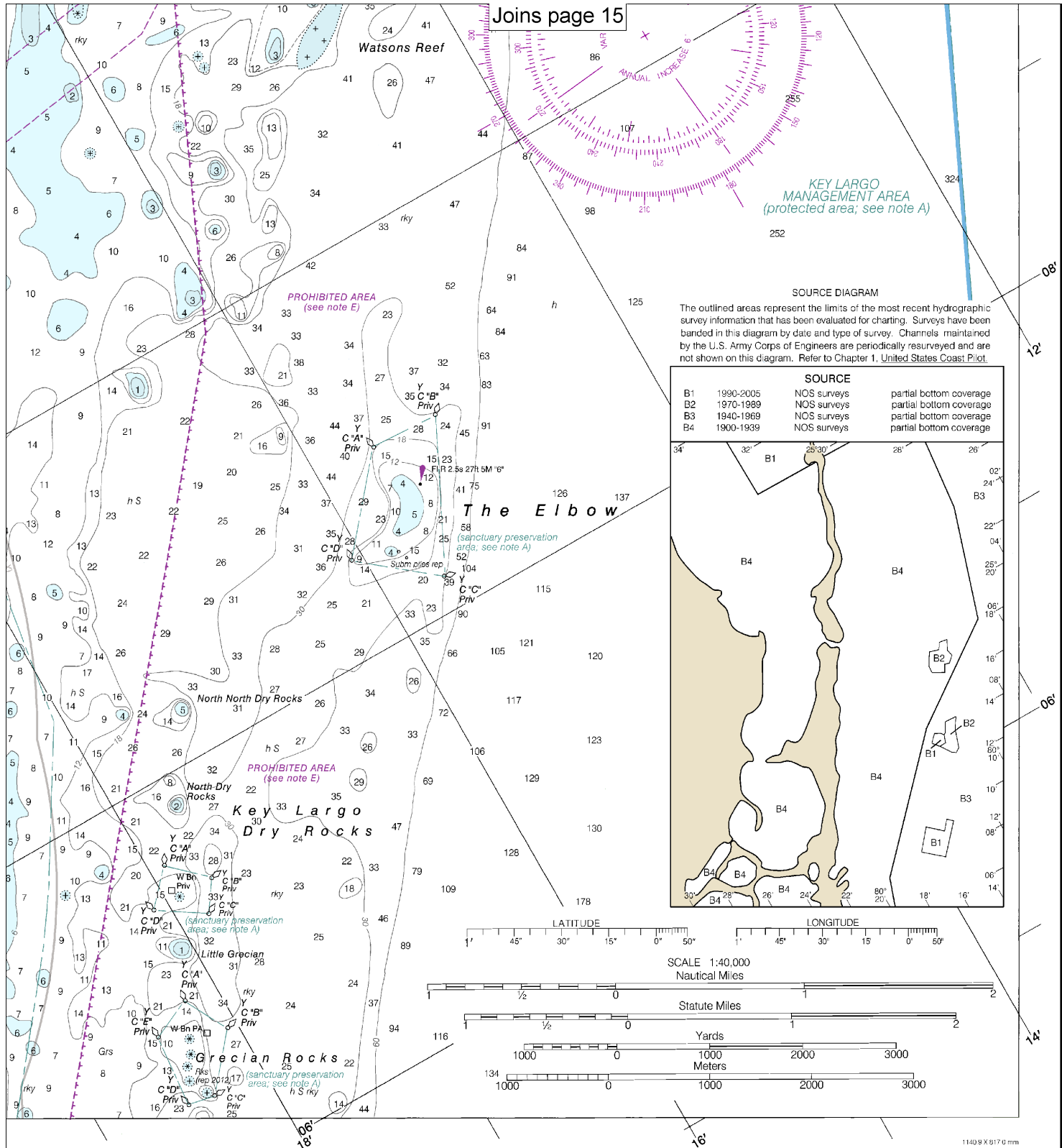
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





# Sands Key to Blackwater Sound

SOUNDINGS IN FEET - SCALE 1:40,000

11463



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.